

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): An elevator apparatus comprising:

an elevator control apparatus having an operation control portion that controls a movement of a car, and an actual speed of the car, based on a current operation mode; and a supervising portion that detects abnormalities in the movement of the car, wherein when the supervising portion performs an initial setting to set a relationship between a signal from a supervision position sensor and a position of the car in an initial operation mode, the operation control portion controls the movement of the car to a floor writing start position adjacent an end of the range of movement of the car and causes the actual speed of the car to be a low speed during movement of the car from the floor writing start position during operation in the initial operation mode, and when the supervising portion performs a normal supervision in a normal operation mode, the operation control portion causes the actual speed of the car to be a high speed greater than the low speed.

Claim 2 (Previously Presented): An elevator apparatus according to claim 1, wherein the supervising portion outputs a permission signal to the operation control portion regarding the actual speed of the car to be controlled by the operation control portion.

Claim 3 (Previously Presented): An elevator apparatus according to claim 1, wherein the operation control portion selectively changes the current operation mode between a plurality of operation modes including the normal operation mode and the initial setting operation mode for performing the initial setting of the supervising portion while causing the car to travel, and controls operation of the car.

Claim 4 (Previously Presented): An elevator apparatus according to claim 1, wherein the supervising portion comprises an emergency terminal speed-limiting device configured to forcibly decelerate and stop the car when the car approaches a vicinity of a terminal landing at a speed higher than a preset speed.

Claim 5 (Original): An elevator apparatus according to claim 4, wherein use of the emergency terminal speed-limiting device enables installation of a shortened buffer that receives the car in a lower portion within a hoistway, and

wherein, the operation control portion causes the car to travel at a speed equal to or lower than a permissible collision speed of the shortened buffer in performing initial setting of the supervising portion.

Claim 6 (Previously Presented): An elevator apparatus according to claim 1, further comprising:

a control position sensor configured to detect the position of the car within a hoistway; and

the supervision position sensor connected to the supervising portion to detect the position of the car within the hoistway,

wherein, the relationship between the signal from the supervision position sensor and the position of the car within the hoistway is set in the initial setting performed by the supervising portion.

Claim 7 (Currently Amended): A control method for an elevator apparatus comprising:

causing a car to travel at a low actual speed while in an initial operation mode to perform an initial setting of a supervising portion to set a relationship between a signal from a supervision position sensor and a position of the car;

moving the car to a floor writing start position adjacent an end of the range of movement of the car in the initial operation mode at the low actual speed;

causing a car to travel, while operating in the initial operation mode, at the low speed during movement of the car from the floor writing start position;

causing the car to travel at a high actual speed greater than the low actual speed while in a normal operation mode;

detecting, by the supervising portion, abnormalities in a movement of the car; and

controlling, by an operation control portion, an actual speed of the car based on a current operation mode.

Claim 8 (Previously Presented): A method according to claim 7, further comprising:
outputting a permission signal regarding the actual speed of the car to be controlled by the controlling.

Claim 9 (Previously Presented): A method according to claim 7, further comprising:
selectively changing the current operation mode between a plurality of operation modes including the normal operation mode and the initial setting operation mode while causing the car to travel.

Claim 10 (Previously Presented): A method according to claim 7, further comprising:
forcibly decelerating and stopping the car when the car approaches a vicinity of a terminal landing at a speed higher than a preset speed.

Claim 11 (Previously Presented): A method according to claim 10, wherein the forcibly decelerating and stopping the car enables installation of a shortened buffer that receives the car in a lower portion within a hoistway, and

the controlling causes the car to travel at a speed equal to or lower than a permissible collision speed of the shortened buffer while in the initial operation mode.

Claim 12 (Previously Presented): A method according to claim 7, further comprising: detecting, by a control position sensor, the position of the car within a hoistway; and detecting, by the supervision position sensor connected to the supervising portion, the position of the car within the hoistway.

Claim 13 (Previously Presented): A method according to claim 7, wherein: the detecting the abnormalities by the supervising portion is based in part on the relationship set between the signal from the supervision position sensor and the position of the car.

Claim 14 (Previously Presented): An elevator apparatus according to claim 1, wherein:

the supervising portion is further configured to detect the abnormalities based in part on the relationship set between the signal from the supervision position sensor and the position of the car.

Claim 15 (New) An elevator apparatus according to claim 1, wherein the low speed is equal to or lower than a permissible collision speed with a buffer that receives the car in a lower portion within a hoistway.

Claim 16 (New) A method according to claim 7, wherein the low speed is equal to or lower than a permissible collision speed with a buffer that receives the car in a lower portion within a hoistway.